IN THE SPECIFICATION:

Please replace the paragraph bridging pages 5 and 6 with the following amended paragraph.

The operation and effect of the fuel distributor in the preferred embodiment will be described. While the engine is in operation, fuel pumped by a fuel pump flows through the fuel feed pipe 12, and the first branch pipe 21a and the second branch pipe 21b connected to the three-way pipe fitting 20 into the fuel rail 10. The fuel rail 10 distributes fuel to the fuel injectors. The fuel injectors operate sequentially and repeat a fuel-injecting operation periodically. The pressure of fuel in the fuel rail 10 decreases when the injector opens to inject fuel, and increases sharply when the fuel injector closes. Since each of the fuel injectors repeats the fuel-injecting operation periodically, the pressure in the fuel rail varies to produce an oscillatory phenomenon. This oscillatory phenomenon is pressure pulsation from the viewpoint of pressure, and is noise generation from the ~~view pint~~ viewpoint of sound. Consequently, the fuel rail 10 generates noise.

Please replace the paragraph bridging pages 6 and 7 with the following amended paragraph.

Formation of the second opening 22b in the top wall having a large area of the fuel rail 10, the extension of the second branch pipe 21b over the top wall of the fuel rail 10 makes the second opening 22b function as an orifice that attenuates pulsative waves. Since the orifice ~~ration~~ ratio A/a, where A is the

area of the top wall of the fuel rail 10, and a is the area of the second opening 22b, is large, the second opening 22b has a high orifice effect. Thus, the propagation of pulsative waves through the second branch pipe 21b is suppressed, and pulsative waves are attenuated at the junction.

Please replace the paragraph that begins on page 8, line 20 with the following amended paragraph.

As apparent from the foregoing description, according to the present invention, the fuel distributor has the plurality of branch pipes branched from the fuel feed pipe, connected respectively to different parts of the fuel rail, and capable of effectively reducing the amplitude of the pulsative pressure wave and the sound levels of transmitted sounds. As illustrated in Figs. 1 and 4, each of the branch pipes has the same diameter as the fuel feed pipe 12.